Amendments to the Drawings:

The attached sheet of drawings includes changes to FIGS. 3 and 4. These sheets, which respectively include FIGS. 3 and 4, replace respectively the original sheets including FIGS. 3 and 4.

In FIG. 3, a threaded hole defined in an end of a stiff shaft has been added and designated with reference numeral 331. Description about the threaded hole has been disclosed in the paragraph 【0018】 of the specification and Claim 7. Furthermore, the stiff shaft with reference numeral 33 has been shown in FIG. 1. Therefore, there is no new matter entered.

In FIG. 4, holding portions of a half-sleeve shaft that exist in original FIG. 4 has been designated with reference numeral 318. There is no new matter entered.

Attachment: Replacement Sheet

Annotated Sheet Showing Changes

REMARKS

Claim Objections

Claim 1 is objected to because of the informalities set forth in this Office Action.

"An" is inserted before "axis" in line 3 in Claim 1 to overcome objection of the informalities.

Claim Rejections under 35 USC §112

Claim 5 is rejected under 35 U.S.C. 112, second paragraph.

In response to the above rejections, applicants have carefully amended claim 5 by removing "the support surface" and changing "like" into "as".

Claim Rejections under 35 U.S.C. 103(a)

Claims 1-6 are rejected under 35 U.S.C. 103(a) as being unpatentable over Quernemoen '554 in view of Nyseth '289.

Claim 7 is rejected under 35 U.S.C. 103(a) as being unpatentable over Quernermoen '554 in view of Nyseth '289, and further in view of Pfeiffer *et al.* '981.

Regarding amended claim 1, a supporting column for supporting substrates comprises a main body and a stiff shaft, **the main body has a C-shaped cross section** and defines an axial bore along an axis direction, and the stiff shaft is received in the axial bore, **the main body comprises a half-sleeve shaft** and a plurality of parallel wing panels encircling portions of the half-sleeve shaft, and each wing panel includes a protrusion in a middle of the wing panel.

Referring to Quernemoen '544, a side structural components 16 of

the carrier 10 disclosed therein are formed of plastic tubular rails or ribs 17, each of tubular rails 17 has a multiplicity of teeth or plastic projections 18 formed integrally with the tubular rail 17. The tubular rails 17 embrace and fit tightly onto the insert rods 21 so that the rods are held securely in place without moving around inside the rails.

However, a feature of Quernemoen '544 is "**embedding in the structural components** of a plastic carrier, highly rigid inserts of a material which is highly resistant to the influences of temperature in maintaining its shape. Such **inserts are completely encased in the plastic** which is highly stable and resistant to the influences of high temperatures and of strong chemicals as to maintain its shape and structural integrity." That is to say, the tubular rails 17 of the Quernemoen '544 must be a complete tubular, and can not be a half-sleeve shaft. Furthermore, referring to FIGS. 7 and 10 of Quernemoen '544, the components or rails 33 of the carrier 10.1 also have rigid inserts 34 **embedded therein** and the tubular rail **tightly embraces the rigid insert 34.** To review the FIGS and Specification of Quernemoen '544, all of the rigid inserts 21, 31, 34 are **completely encased** in chambers or spaces of tubular rails 17, 33 or panels 27. However, it is obvious that there is neither explicit nor implicit suggestion that a stiff shaft is received in a half sleeve shaft in Quernemoen '544 for persons skilled in the pertinent art.

Referring to FIGS. 12 and 14 of Nyseth '289, a C-shaped rear post 225 is disclosed, but no further disclosure about assembly relation between the rear post 225 and any other members in figures and specification of Nyseth '289.

However, the teaching alleged by Examiner is base upon applicant's disclosure because there is no reasonable expectable of success that can be found in Nyseth '289 or Quernermoen '544. Furthermore, Examiner failed to explain why one having ordinary skill at the time the invention was made would be motivated to make the modification mentioned above.

Therefore, amended claim 1 is allowable over Quernemoen '554 in view of Nyseth '289 under U.S.C. 103(a) and believed to be patentable.

Dependent claims 1-7 and 16-17 are patentable over Quernemoen '554 in view of Nyseth '289 since they depend from independent claim 1.

Claim 18 defines each wing panel including a strip-like protrusion extending upon an upper face thereof along a direction from a root portion of each wing panel to an outer edge thereof in a tapered and thinned manner. None of the cited references disclose or suggest this feature. Claim 18 is believed to patentably distinguish over the cited references.

In view of the above claim amendments and remarks, the subject application is believed to be in a condition for allowance and an action to such effect is earnestly solicited.

Respectfully submitted,

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Appl. No. 10/643,559
Andt. Dated Jul. , 2005
Reply to Office Action of Apr. 15, 2005
Annotated Sheet Showing Changes

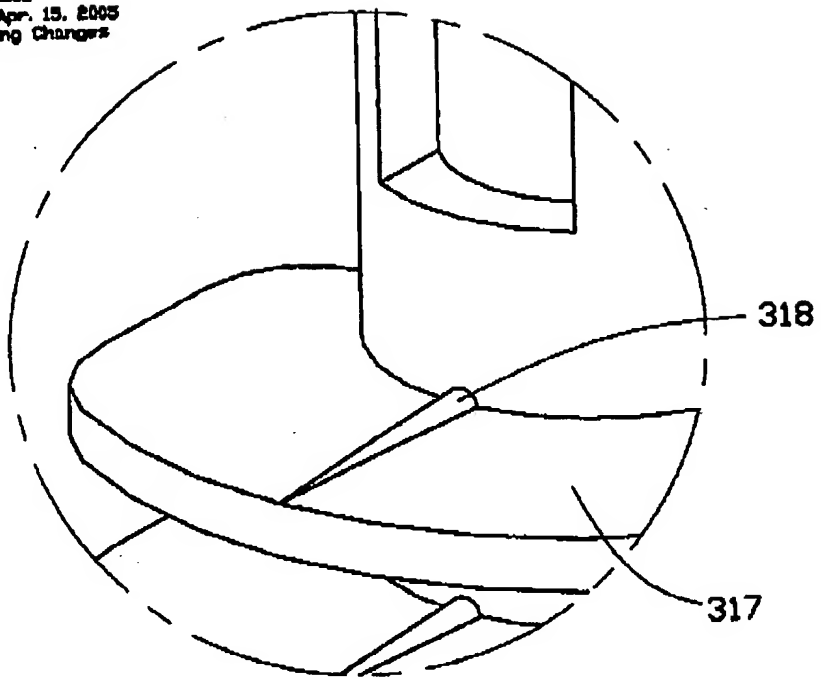
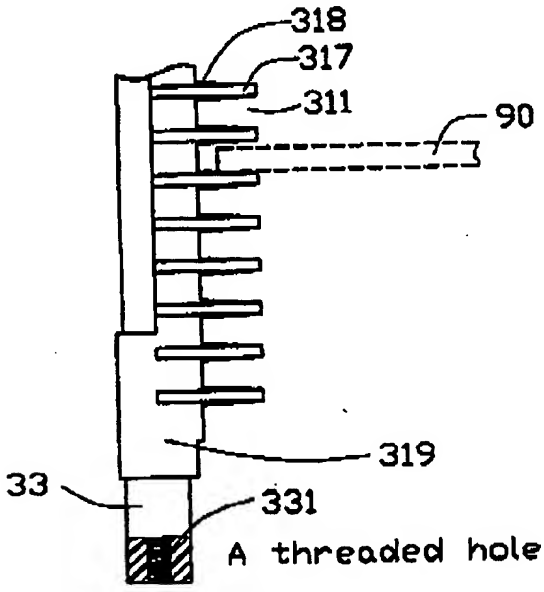


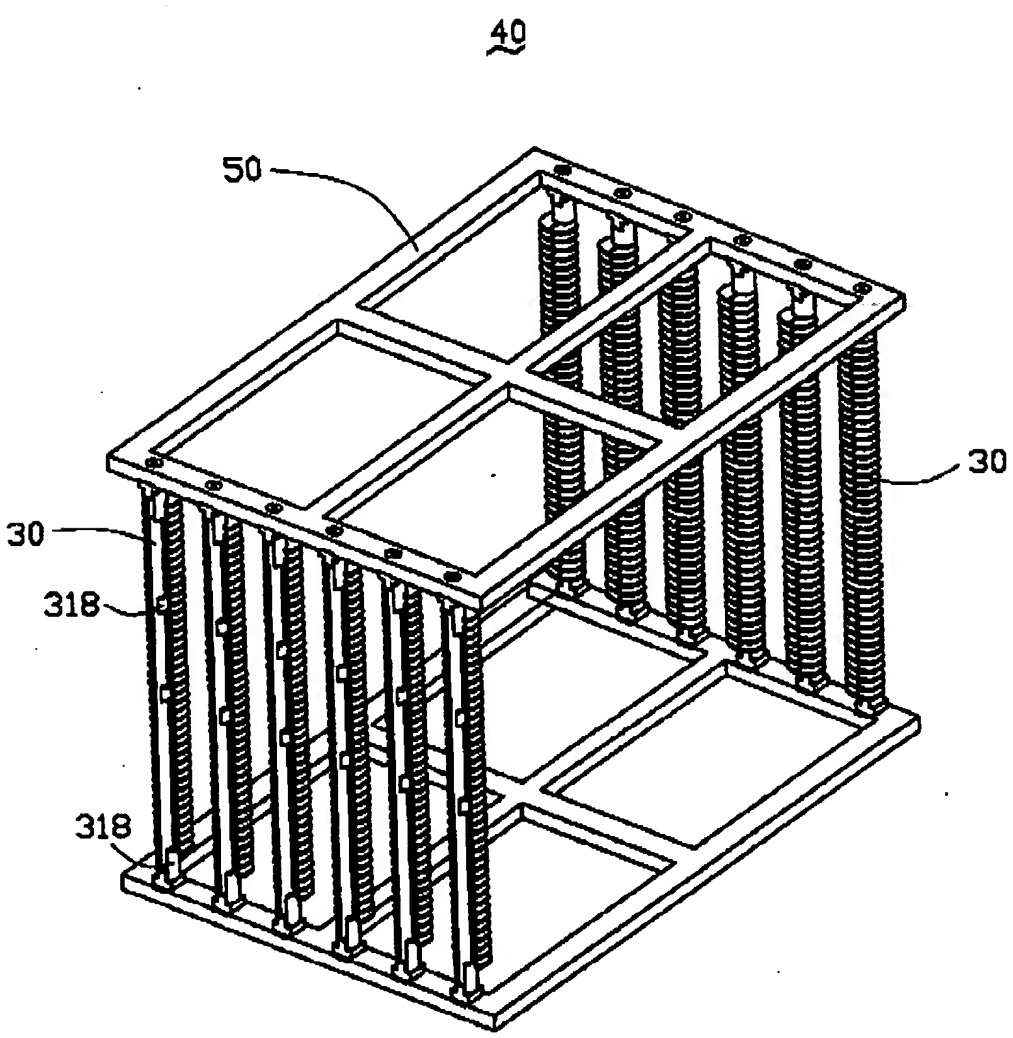
FIG. 2



A threaded hole is added.

FIG. 3

Appl. No. 10/643,359
Amdt. Dated Jul. , 2005
Reply to Office Action of Apr. 15, 2005
Annotated Sheet Showing Changes



Reference numeral 318 is added

FIG. 4